No exhaustive list of the completed and, for that matter, of the planned work is available. The Final Report mentions the reconstruction of six principal railway bridges against the five planned, and of five highway bridges,[35] the complete reconstruction of the roads, including the building of 660 km. of new primary and secondary roads, and the construction of "some" new arterial roads.

Comparatively little progress was made in rebuilding railway station buildings. There is no mention of the work on the Danube-Theiss canal. The other canal (Sio) was opened in 1948.

The rolling stock of the railways is now claimed to be "sufficient." The number of automobiles, trucks and buses is, in the aggregate, 88 percent larger than it was before the war. Passenger cars have not reached the prewar level, but the number of buses is 50 percent, and that of trucks 150 percent greater.[36] The number of river boats and barges in commission is very much smaller than before the war.

Freight traffic on the railways is reported to have been 49 percent greater than in 1938, freight traffic on the roads 113 percent greater.[37] As traffic on the Danube is to a large extent paralyzed, the railways and the roads must carry a higher proportion of the total traffic than before the war. But it is doubtful if freight traffic on the railways could have increased by 49 percent in a year when the harvest was bad. It is not known whether Soviet transports passing through Hungary are included in the ton-mileage given. Railway passenger miles are claimed to have been 122 percent above prewar. There is definite information that postwar and prewar passenger miles are not comparable because of changes in the method of tabulation.

On the whole, at the end of 1949, the capacity of the transport system was at least as great as, if not greater than, before the war.

Building

The building program of the plan, extensive as it was, did not aim at completing the work of reconstruction of all war-damaged buildings, public and domestic. On the other hand, it included new construction serving mostly health, education, and, to a small extent, working class housing. A total of 1.2 billion

35. Two in Budapest, one each in Szolnok, Szeged, Vasarosnameny.

36. In 1938 the number of passenger cars was 18,900, the number of buses 700, and the number of trucks 3,800.

37. Freight traffic on the roads refers to freight carried in trucks, a fraction of the total freight carried on roads.

information suggests that the budgeted sum corresponds roughly to prewar investments in housing.

The building industry will be mechanized and mass production methods will be introduced in building. Total investments are slightly below 1.0 billion forints.

Transport and Communications

The capacity of the transport system is to be increased by 60 percent over the 1949 level. By 1949 the prewar capacity had on the whole been reached, although some bridges were still replaced by temporary structures and some of the rolling stock was in bad repair. Against that stood the large increase in the number of trucks and buses. Investments totalling 7.5 billion forints provide for the construction of 150 km. of new main-line railways, 605 km. of arterial highways, 2,250 km. of secondary roads, the construction of ten large bridges and a number of smaller ones, mostly to replace the temporary structures, and five new harbors. Also the first line of the Budapest underground railway will be completed. There is no indication where the new railway line or roads are going to be built. Nor is reference made to the Danube-Theiss canal on which construction work was started in the spring of 1949 under the Three Year Plan.

As well, the rolling stock for the railways will be increased by adding 4,400 trucks. The number of passenger automobiles will be increased by 14,000, and that of trucks by 23,000. The Danube fleet will be increased by building two passenger steamers, six tugs, fifty-nine barges and three seagoing vessels.

The capacity of the telephone and telegraph systems will be 67-70 percent greater in 1954 than before the war.

Employment and Productivity

The realization of the First Five Year Plan will require a considerable redeployment of the working population of Hungary. As pointed out earlier, the Three Year Plan did not affect the pattern of employment to any large extent, especially insofar as the agricultural population was concerned. Under the Five Year Plan, the number of workers in manufacturing and mining will have to be increased by 430,000. At the end of 1949, their number was about 440,000. In five years it will nearly double and reach 870,000 in 1954. No details are given concerning the distribution and composition of the labor force except that nearly 60 percent of the new workers would have to be skilled. To provide enough skilled workers, the rules governing the training of apprentices have been revised. The number of specialized